

The Hongkong Telegraph.

(ESTABLISHED 1841)

NEW SERIES No. 8886

星期二九月九年二

TUESDAY, OCTOBER 4, 1910.

二拜禮

號四十月十英

50 PER ANNUM
SINGLES COPY 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £1,000,000

RESERVE FUNDS £1,000,000

STAMPS £1,000,000

SILVER £1,000,000

RESERVE LIABILITY OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNTS AT THE RATE OF 3 PER CENT. PER ANNUM.

On Fixed Deposits: For 3 months, 4 per cent. per annum.

For 6 months, 4 1/2 per cent. per annum.

For 12 months, 5 per cent. per annum.

N. J. STABB, Acting Chief Manager.

Hongkong, 28th September, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.

HEAD OFFICE: LONDON.

PAID-UP CAPITAL £1,000,000

RESERVE FUNDS £1,000,000

RESERVE LIABILITY OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNTS AT THE RATE OF 3 PER CENT. PER ANNUM.

On Fixed Deposits: For 3 months, 4 per cent. per annum.

For 6 months, 4 1/2 per cent. per annum.

For 12 months, 5 per cent. per annum.

WM. DICKSON, Manager.

Hongkong, 28th April, 1910.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ¥24,000,000

RESERVE FUNDS ¥10,000,000

Head Office: YOKOHAMA.

Branches and Agencies:

TOKIO, KOBÉ, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, HANKOW, SHANGHAI, TIENTSIN, PEKIN, HANKOW, DALNY, PORT ARTHUR, ANTON, LIYANG, MUKDEN, TIE-LING, CHANG-CHUN.

HONGKONG: INTEREST ALLOWED.

On Current Account at the rate of 3 per cent. per annum.

On Fixed Deposits: For 3 months, 4 per cent. per annum.

For 6 months, 4 1/2 per cent. per annum.

For 12 months, 5 per cent. per annum.

TAKAO TAKAMICHI, Manager.

Hongkong, 27th September, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP: Sh. Tals 7,500,000

Head Office: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Königliche Preussische Bank für Handel und Industrie.

Deutsche Bank für Handel und Industrie.

Bank für Handel und Industrie.

Bank für Handel und Industrie.

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Bank für Handel und Industrie.

Banks.

HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST ON DEPOSITS ALLOWED AT 4 PER CENT. PER ANNUM.

Depositors may transfer at their option balances of 100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT AT 4 PER CENT. PER ANNUM.

At Hongkong and Shanghai.

N. J. STABB, Acting Chief Manager.

Hongkong, 28th September, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID-UP Gold \$1,500,000

RESERVE FUND Gold \$1,500,000

Gold \$1,500,000

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: 1, Threadneedle House, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVISIONAL BANK OF ENGLAND, LTD.

THE CAPITAL & CREDIT BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of banking and Exchange Business, receives money on Current Account at the rate of 3 per cent. on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.

For 6 months 4 per cent. per annum.

For 3 months 3 1/2 per cent. per annum.

N. S. MARSHALL, Manager.

No. 9, Queen's Road Central, Hongkong, 26th September, 1910.

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE: SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.

G. Stephenson, Esq.

Lee Yuen So, Esq.

J. H. McMichael, Esq.

O. R. Burkill, Esq.

J. A. Wattie, Esq., Managing Director.

A. J. Hughes, Esq., Secretary.

S. B. Nall, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance Force: \$37,855,385.00

Assets: \$115,350,000

Income for Year: \$5,500,000

Insurance Fund: \$210,813.00

LEFFERTS KNOX, Esq., Hongkong District Manager.

E. W. TAPP, Esq., Canton, Macao and the Philippines District Secretary.

ALEXANDRA BUILDING.

G. LAWDER, Esq., Inspector Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G.

T. F. Hough, Esq.

G. J. Lalor, Esq.

Hongkong, 26th July, 1910.

Hotel.

ORIENTAL HOTEL.

A. FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly renovated and extensively enlarged and is now the most up-to-date in every respect. Situated in the most central position. Large and airy rooms. Hot and Cold and Shower Baths. Gas and Electric Lights and Fans. Large and comfortable lounge. Private and public bars and billiard rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Satisfactory arrangements of the latest HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Time and Dinner. Special Rates for married families on application to J. H. OXBERRY, Manager.

FREDERICK REICHMANN, Late Manager of J. H. Lyons (Trochador), leading Caterer in London, and GRANT GIBSON, Hongkong, Colombo, Singapore, etc.

Telephone No. 197.

Telegraphic Address "Comstar" Hongkong.

Hongkong, 14th September, 1910.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR STEAMERS TO SAIL ON REMARKS

TAKAO, SHANGHAI, PU-KOW, HANKOW, NAGA-SAKI, MOJI, KOBE and YOKOHAMA.

SHANGHAI, MOJI, KOBE and YOKOHAMA.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.

SHANGHAI, MOJI, KOBE and YOKOHAMA.

SHANGHAI, MOJI, KOBE and YOKOHAMA.

LONDON, &c., via canal Ports.

For Further Particulars, apply to E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 4th October, 1910.

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF STRAW HATS

\$2.50

\$4.00

each.

LANE, CRAWFORD & CO.

KUPPERS PILSENER BEER.

THE LEADING BEER IN THE FAR EAST.

SOLE AGENTS: CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hongkong, 14th September, 1910.

Hotels.

TRY WEISMANN'S PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

Hongkong, 20th July, 1910.

HOTEL CRAIGIEBURN.

FLYNN'S GAY, the PRAX, near the Tea House, Tel. 55

For Terms, &c., apply to the MANAGER

Hongkong, 2nd July, 1910.

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 3rd October.

8.00 A.M. HONGKONG 8.00 A.M. HONGKONG

10.00 P.M. HONGKONG 10.00 P.M. HONGKONG

TUESDAY, 4th October.

8.00 A.M. HONGKONG 8.00 A.M. HONGKONG

10.00 P.M. HONGKONG 10.00 P.M. HONGKONG

WEDNESDAY, 5th October.

8.00 A.M. HONGKONG 8.00 A.M. HONGKONG

10.00 P.M. HONGKONG 10.00 P.M. HONGKONG

THURSDAY, 6th October.

8.00 A.M. HONGKONG 8.00 A.M. HONGKONG

10.00 P.M. HONGKONG 10.00 P.M. HONGKONG

FRIDAY, 7th October.

8.00 A.M. HONGKONG 8.00 A.M. HONGKONG

10.00 P.M. HONGKONG 10.00 P.M. HONGKONG

SATURDAY, 8th October.

8.00 A.M. HONGKONG 8.00 A.M. HONGKONG

10.00 P.M. HONGKONG 10.00 P.M. HONGKONG

SUNDAY, 9th October.

8.00 A.M. HONGKONG 8.00 A.M. HONGKONG

10.00 P.M. HONGKONG 10.00 P.M. HONGKONG

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,250 Tons and "SUI-LAN" 1,250 Tons.

Departures from Hongkong to MACAO on week days at 8 A.M. and at 2 P.M. from the Company's Wharf, Lo Shui Street, Wharf.

Departures from MACAO to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 9th OCTOBER, 1910.

The Company's Steamship "HEUNGSHAN,"

will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M. and return from Macao at 3 P.M.

FARES: 1st Class Return \$6, Single \$3.00, 2nd Class Return \$4.50, Single \$2.25.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf, Lo Shui Street, Wharf.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

CANTON-WU LINE.

S.S. "SAINAM" 1,150 Tons and "SAINAM" 1,150 Tons.

One of the above steamers leaves Canton for Wu-how every Monday, Wednesday and Friday, at about 5 A.M., and the other leaves Wu-how for Canton on the same days at 5 P.M. Round trips take about 5 days. Passengers can return to Hongkong or Macao via the Company's direct steamers "Lutan" and "Sainam." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Bank of China.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES, Manager.

Hongkong, 5th February, 1909.

ASTOR HOUSE.

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new management. Large and comfortable rooms, excellent cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor.

N. BEUMESLAL, Manager.

Telephone 104.

Telegrams "Astoria" and "Astoria."

THE "REMINGTON" TYPEWRITER.



It is not the cheapest when purchased, but it is the cheapest in the long run, as it gives the most perfect and reliable service. It has always been and is to-day the recognized leader among writing machines.

It does the best work and keeps going for the longest time.

CAUTION.—Beware of cheaply imitated and inferior machines, which are sold at low prices and are not worth the money.

Remington's are the only machines that are made in the U.S.A. and are the only machines that are made in the U.S.A.

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Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STRAITS TO SAIL

NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG WEDNESDAY, 5th Oct., Noon.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA (T. 17,000) About WEDNESDAY 5th October.

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE (T. 17,000) SATURDAY, 8th Oct., Daylight.

YOKOHAMA and KOBE (T. 17,000) About TUESDAY, 12th October.

KODAT and SANDAKAN (T. 17,000) End of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

GENERAL AGENTS, HONGKONG & SHINA.

Hongkong, 23rd September, 1910.

Intimations.

KWONG FUNG YUEN,
HEAD OFFICE—No. 85, Des Voeux Road West.
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military
Authorities.

HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yacal, Hardwoods, Oregon Spar,
Chinese Spar, Chinese Pine of all descriptions.
Inspection invited to the Yards.
Best Terms.
Quick delivery.

LEUNG TAI,
Managing Director,
Hongkong, 10th January, 1910.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, BAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HART
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUGHERS,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL ORANGE
and
P & O SPECIAL LIQUOR SOOTHY
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES
Hongkong, 15th March, 1909.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, intemperance, or other causes. It is a powerful tonic, and its effects are most marked in the case of those who suffer from nervous debility, general weakness, and local ailments, such as indigestion, constipation, and other disorders of the digestive system. It is also a powerful tonic, and its effects are most marked in the case of those who suffer from nervous debility, general weakness, and local ailments, such as indigestion, constipation, and other disorders of the digestive system.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvelous properties ever be equalled in all cases of poor blood, impure blood, or any other blood ailment. It is a powerful tonic, and its effects are most marked in the case of those who suffer from nervous debility, general weakness, and local ailments, such as indigestion, constipation, and other disorders of the digestive system.

CAUTION.—Ask for "VETARZO Brain and Nerve Food" or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled dealers often try to pass off inferior preparations under the name of "VETARZO." The only genuine bottles of these medicines bear the British Government Stamp with the name "VETARZO REMEDIES" impressed thereon, in gold letters on a red ground, by direction of His Majesty the King, and the name "VETARZO" is also stamped in gold on the wrapper. Be careful to see that the wrapper is of the correct color, and that the name "VETARZO" is stamped in gold on the wrapper. Be careful to see that the wrapper is of the correct color, and that the name "VETARZO" is stamped in gold on the wrapper.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 30 "	Width of Entrance 30 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 27.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tall shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 506, or 661.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebert, 800, A. 1, and Watkins.

Yokohama, April 18th, 1909.



FREE TRIAL.
TRY THE
ROYAL STANDARD
TYPEWRITER.

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 493 and the machine

will be at your office for free trial.

Repair to any make of

TYPEWRITERS.

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

61, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 875 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.

General Managers.

Hongkong, 15th March, 1909.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AVILA STREET,

HONGKONG.

P. O. Box 100, 1st September, 1910.

To Let.

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.

1 & 2, BOWEN ROAD, lately occupied as

Artillery Officer's Quarters. Suitable

for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CONNAUGHT ROAD,

1st Floor.

A HOUSE in WONG-WEI-CHONG ROAD.

OFFICES in YORK BUILDING.

No. 10, DES VOEUX ROAD CENTRAL,

1st Floor.

SEMI-EUROPEAN FLATS, Praya East

corner of Observation Place. The

Tram stops at the door.

Also NEW EUROPEAN FLATS ad-

joining the new Seaman's Institute,

Praya East.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 8th September, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL,

Victoria Building, Rooms suitable for

Offices.

ONE GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON & CO., LD.

Hongkong, 4th April, 1910.

TO LET.

GODOWN, 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 10th September, 1910.

Dentistry

Dr. M. H. CHAUN.

DENTAL SURGEON,

15, QUEEN'S ROAD CENTRAL, 1ST FLOOR,

ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

TSIN TING

LATEST METHODS OF DENTISTRY

STUDIO AT NO. 14, D'AVILA STREET

REASONABLE FEE

Goshing, 1st Feb. 1910.

A CRY IN THE NIGHT.

BY LOUISE HEILGERS.

It was in the middle of the night that she awoke suddenly to the sound of a faint cry.

For a moment, as she sat up in bed, her long fair hair falling over her shoulders, half-dressed with sleep, she thought she must have dreamt she heard that cry.

Then it came again from one corner of the big bedroom—quite unmistakably she heard it—the whimpering, fretful crying of a very small child—a child who cried with no understanding behind his tears, plaintively, beseechingly.

When she heard only the sound of her husband's heavy breathing, which came through the half-closed door leading into the room beyond.

"Imagination!" she told herself, impatiently, composing herself to sleep again.

But even as she spoke she heard it once more, and it seemed ever closer and clearer this time. Favourably she switched on the light. Its mellowness, beneath the pink silk shade, revealed at first only the rose and silver luxury with which long usage had made her familiar. Then something stirring in the shadows beyond near the door caught and held her attention.

She jumped from the bed, and, without pausing to slip her bare feet into the flimsy slippers waiting by its side, ran across the room.

A child, a very small child, sat naked on the floor, weeping. As she drew near, it stopped crying, and looked up at her gravely out of the bluest eyes in the world. Oddly familiar eyes, too. "Ronald's eyes," she told herself, and caught her breath with a little gasp. It was an adorable child moreover, perfectly made, of exquisite shape, all firm pink and white flesh, and curves and dimples.

She knelt on the floor and examined it carefully with an old air that was almost a pain at her heart. She had never liked children, pleaded ill-health, lack of time, vanity—in fact, all the conventional excuses of the modern woman.

For a long time they had ceased to talk of it. Ronald had many other interests now. Quite lately he had been returned to Parliament, and his political work kept him busy and happy. She was glad of it. He had taken her excuses badly; had reminded her of days she had long forgotten, when Love and they had walked together in a modest garden full of gillyflowers and mignonette, and the drowsy murmuring of bees. They had not then thought to marry for years, but they had talked often of the home that one day would be theirs, and in imagination had furnished it throughout. Always they had left one room empty, but that room they both passed over so hurriedly had seemed to them both then the finest room in the house.

She had altered her mind since. When Ronald inherited his uncle's money, and the dream home became substantial fact, she took good care there was no empty room to fill. The idea of children became intolerable; they were a nuisance, they took up too much time. She had always been poor—desperately uninteresting, far too poor to enjoy her life; she intended to make up for it now. And if enjoyment consisted in soft living and an abundance of fine frocks and jewels, she had employment meted out to her in overflowing measure.

But to-night, with recollections of the old days—days when, in spite of her washed-out frocks, Ronald had kissed her far more tenderly than he did now—a realisation of what it might have meant to have had a child—a little child of her own—swept over her.

The child was beginning to cry again; its tiny face puckered its small hands.

Instinctively she put out her arm to clasp it to her breast. She felt the rosy limbs relax against her, the small soft head curl comfortably into the hollow beneath her heart.

A thrill of perfect delight ran through her. She rocked him as a mother. Her little son! Bone of her bone, flesh of her flesh. She stooped to kiss the downy head. The blue eyes, unfolding again like flowers, looked up at her gravely, unblinkingly. "Ronald's eyes!" "Ronald's son." The little son she had vowed to him—the little child who cried—she knew now why he cried.

Even as the knowledge came to her, she felt her arms grow strangely empty. No child lay warm against her breast. But from somewhere still, she heard it faintly crying as the shadows took it, and it faded into nothingness—the little child who cried because it never had been born.—*Pall Mall Gazette.*

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$35 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messengers. Back subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter. Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore.

By Order, THE MANAGER.

Hongkong Telegraph Co. Ltd.

Hongkong, 22nd December, 1908.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that the weather is expected to be as indicated.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be less than 100 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 100 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist, in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited on the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 100 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 100 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Fish and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:—

Cap Rock, Aberdeen.

Waglan, San Ki Wan.

Stanley, Sha Keng.

Gapa Gilligan, Sha Tau Kok.

Tai Pa, Tai Pa.

This will indicate that there is a dangerous somewhere in the Outer Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Harbour Office.

Y. S. Yee.

2nd July, 1910.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

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VERY OLD LIQUEUR

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A Blend of the Finest Pure Malt
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FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July 1910.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—188 per annum.

Weekly—118 per annum.

The rates per quarter and per annum, proportionally.

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The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

LEATH.

On September 13, 1910, at Tientsin, China, Susan Eliza Seymour, widow of the late Charles Seymour and dearly loved mother of Mrs. David Macfarlane.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 4, 1910.

SOURCES OF REVENUE.

Mr. Lloyd George when he declared his policy of "robbing the hen-roosts" of the rich was very much laughed at. However, he has carried out his scheme in a very effectual manner with wholesome effects upon the monied classes in Great Britain. Meanwhile we whose lots are cast in the hotter shades of the Crown Colonies are puzzling our brains as to which hen-roost is the best to rob in order to enhance our dwindling income. So far as Hongkong is concerned, His Excellency Sir Frederick Lugard did not evince any hesitancy when he established a Revenue Department and abolished the free import of spirituous liquors to compensate in some part for the loss of revenue involved in the closing down of the opium divans from which previously a fair modicum of the Colony's revenue had been derived. That the restrictions thus put upon liquor consumption has had any good effect upon the general sobriety of the community remains a moot question, for the returns of our Revenue Department have remained mute so far. Certainly to all appearances the increased price of liquors has not conduced to a cutting down of their

consumption. The main effect which the new law has achieved is to make many licensees of second-class hotels desirous of giving up their goodwill, so stringent are the regulations and so excessive are the licensing fees. No doubt His Excellency was within his rights in instituting a new form of taxation in whatever shape appeared to him the most reasonable; and, seeing that the opium trade had been already heavily penalised, the liquor traffic was perhaps best able to bear the brunt. At the same time, we have got to remember that the special taxation of one section of our Colonial community is unjust. The small licensee who has to pay a preposterous fee and the man that likes his whisky and soda or a modest bottle of beer are equally victimised by the new tariff, and the cruelty of it all is that it is the poor man who suffers. The rich are practically immune from the enhanced prices of liquors resultant on the operations of the Revenue Department. In their own homes the increased rates are non-observable, while in the case of a man working for a monthly wage he is everlastingly confronted with the fact that he has to pay just fifty per cent. more than hitherto for his liquor. We have to thank our stars, nevertheless, that we have such an admirable administrator as Sir Frederick Lugard at our head. He has done his best in the Colony's interests and his best has not been little. As regards the sources of revenue, however, it is informative to glance at the movement that has taken place in our neighbouring Crown Colony of the Straits Settlements. There they have been suffering like us from a threatened revenue deficit and the Government were forced to cast about to discover new "hen-roosts to rob." Sir John Anderson is admittedly one of the premier financiers in the ranks of all our Colonial administrators and his reputation as such rests on a solid basis; so much so that Sir Michael Hicks-Beach (now Lord Alwyne) with his great experience as Chancellor of the Exchequer could not let slip the opportunity of paying Sir John a high compliment when sitting as umpire in the Tanjong Pagar arbitration case a few years ago. Now, when it comes to a case of raising additional revenue in the Straits Settlements, Sir John Anderson does not attempt to interfere with the freedom of the Port, which by the way has got formidable rivals in the Dutch possessions—notably Sabang—but he proposes a new tax which will apply to all and sundry whether Britishers or not. In his Budget speech in Council His Excellency said:—"It is our aim to see our ports free to the ships of all nations to come and go as they list, paying only a reasonable price for services and facilities rendered. For that policy we must be prepared to make sacrifices, and while our revenue other than opium shows gratifying elasticity, we cannot hope that its expansion will enable us to meet the steadily increasing requirements of a progressive community, and also fill the void which will result from the falling off in our revenue from opium. Retrenchment has been pressed as far as possible and we must be prepared to find some other source of revenue to replace what we must lose as the consumption of opium falls with the progressive increase in price due to restricted output. The burdens already placed on the owners of house property and those that must be added to them to enable us to deal with the urgent problems of sanitation, render it undesirable even if it were justifiable to place a further charge on this particular class for the benefit of the community generally. The only sound policy of taxation is to distribute the burden over the community as equitably as possible, and the best known instrument for that purpose is an income tax. As I have said, we cannot meet our requirements for next year, but only by rigid economy and cutting out many works that are highly desirable, and even urgent. We feel that if the efficiency of the administration is to be maintained we must be prepared in 1912 to find the means of filling a possible, even a probable deficit, which will probably grow as the years go on. To organise an income tax department and make the necessary assessment is a work of some time, and we shall shortly lay before you proposals for that purpose, which have been for some time under the consideration of the Government." As His Excellency points out it is undesirable even if it were justifiable to place an impost upon any particular class for the benefit of the community generally; yet this is exactly what has happened in Hongkong, where the sins of the many have been visited upon the few.

LOCAL AND GENERAL.

MANILA merchants are agitating for a steamer for the port.

H.E. Hui Shih-chang has been appointed Crime Secretary.

The Portuguese cruiser *San Gabriel* arrived at Manila on 30th ult.

A LARON bear was brought into Kuala Lumpur the other day to be sold.

A ROUGH elephant has been doing damage at Ulu-Ling, near Raub.

The French Mail of the 30th August was delivered in London on 2nd inst.

HEARN Daraburg, who has been staying in Seoul, arrived at Chongming on the 25th ult. and was to leave thence for Manchuria via Wja on 26th.

Mr. H. O'Connell Martin, Acting Portuguese Minister of Japan, arrived at Tsuruga by the *Pell* on 25th ult. and proceeded to Tokio in the evening.

In a friendly football match between the "A" Coy. Buffs and St. Joseph's College Football Club this afternoon, the latter were defeated by six goals to nil.

Mr. Maurice Wain Watson, eldest son of the late Mr. James Watson of Yokohama, who joined the staff of the Hongkong and Shanghai Bank in London two and a half years ago, has died of meningitis at the age of 21.

M. CHAVEZ, the airman who flew across the Alps, died after much suffering (as the result of his fall). The Milan Aviation Committee has paid M. Chavez's brother the Trans-Alpine Prize of £2,000.

We are informed that the description of the shroff, as that of the *Sui An*, charged with obtaining the sum of \$14 by means of a forged order, is incorrect. The man has no connection with the Macao boat.

Mr. Mee Cheung, photographer, has a large number of plates illustrative of the opening ceremony of the Kowloon-Canton Railway. The prints he has sent us give an excellent idea of the ceremony before the start of the train and the halt at Lo Wu Station.

Mr. R. F. Lamont of Hongkong has paid several visits to Beaufort recently, on the importation of Chinese coolies from Hongkong for the local estates. The *B. N. B. Herald* hopes he will be successful in getting orders as it means Hongkong steamers calling in at Jeselton.

The Colonial Council of Coochin-China met at Saigon on September 13, to hear the annual address of the Governor. His Excellency dwelt upon the satisfactory fiscal position of the Colony which closed 1909 with a small surplus. The Budget for 1910 is expected to close satisfactorily. That for 1911 is framed as to balance at \$549,630.

The transport *Crook* arrived in Manila on 27th ult. none the worse for the heavy typhoons she encountered Sunday 1st after leaving Hongkong. While the heavy gales did not interfere with the *Crook's* course they retarded her speed somewhat, otherwise she would have reached Manila on the 26th. The *Crook* was laid up in Hongkong for three days undergoing cleaning and slight repairs and then sailed for Haiphong where the passengers had a chance to do some sightseeing in the French colonial settlement, while 1300 barrels of cement were being loaded for the quartermaster's department at Manila.

The coastwise steamer *Union*, owned and operated by the Compania General de Tabacos de Filipinas, is to return to Manila from Hongkong about the middle of October. The *Union* sailed for Hongkong on the 14th of April and has been in dock in this port ever since. Extensive alterations have been made in the steamer. She has been lengthened out and her carrying capacity has been greatly increased. New first class staterooms have been installed; and it is said that the *Union* when she arrives at Manila during the middle of the month will be equal, if not surpass, the company's crack steamer *J. Bustamante* in both carrying capacity and passenger accommodations.

The steamer *Hawaii*, which Mr. O. A. Stevens recently bought at Hongkong for the Hawaiian Sugar Planters' Association, is on the rocks off the north coast of the island of Liguor, says a Cebu despatch of 24th ult. The vessel struck bottom Tuesday evening while Mr. Stevens and Dr. Arlington Pond, who was a passenger on the *Hawaii* from Managua to Sigur, were eating dinner. The vessel has two large holes in the bottom while the stern is almost entirely submerged, and it will probably be found a difficult task to save her. Mr. Stevens, Dr. Pond and Chief Officer Gray of the stranded vessel, secured passage from the scene of the wreck to Argao on the government launch *Manakula*. They arrived at Argao Wednesday evening and telephoned Trainmaster C. Jones, Philippine Railway Company, asking him to send them sort of transportation. Mr. Jones himself went down to Argao on the railway automobile and took them to Cebu. They arrived here about eleven o'clock Wednesday night. A later despatch reported the refloating of the *Hawaii*.

THE GREAT NICOLA HAS ARRIVED.

Accompanied by his half score of trained assistants, and over ten tons of equipment, the Great Nicola arrived in Hongkong to-day, and is busily engaged in preparing for their opening at the Theatre Royal to-morrow night. This Company is unquestionably the biggest magical aggregation that the world has ever seen, and by far the best of its kind that has ever visited the Far East. Scores of new and sensational illusions, and hundreds of original startling feats, so wonderful is the entertainment that this clever company present, that a description of it would take columns. The press and public everywhere have been unanimous in proclaiming it the most interesting entertainment extant.

This company is on a world's tour and has been meeting with phenomenal success everywhere. During their 15 days' engagement in Peking, they had the pleasure of appearing before the Prince and Princess Regent, who claimed it the greatest show that they had ever seen. It might also be mentioned that Nicola's company is the first European theatrical company that has ever been allowed to perform in Peking. Their opening at the City Hall to-morrow night is sure to be a record breaker for attendance, which is sure to continue throughout their short season in Hongkong.

THE HONGKONG UNIVERSITY.

The Hongkong University is already fairly on its way towards completion. The foundation stone of the building was laid in March, and it is hoped that the construction will be finished by the end of next year. The project has met with a success almost unprecedented in the modern annals of the East. It owes its inception to the Governor of Hongkong, Sir Frederick Lugard, who in a public appeal gave immediate point to the vague proposals which for some time had been in the air. Sir Horne Mody, a Parsi merchant residing in Hongkong, at once responded by offering to erect the buildings. Wealthy Chinese all through the East took up the scheme with enthusiasm. The Viceroy of Canton, though not belonging to the modern school of Chinese thought, subscribed \$10,000 and issued a remarkable manifesto in support of the University, which our Correspondent quotes. The Central Government at Peking took the unusual step of sending a contribution. Donations were even received from Chinese residents in Australia and America. Finally, Mr. J. H. Scott, the senior partner of the firm of Messrs. Butterfield and Swire, announced on behalf of his own and allied firms the handsome gift of £40,000 which practically ensured the establishment of the University on a restricted basis. If, however, the full scope of the undertaking is to be realized, further help is still imperatively necessary. It is felt, we understand, that an endowment of at least a quarter of a million sterling is required, and we may hope that for so noble a work, which the Chinese themselves have eagerly encouraged, substantial assistance will be forthcoming in Great Britain. It has also been suggested that, in view of the keen and useful interest displayed by the United States in the progress of China, American aid may be proffered. But the enterprise is primarily British, and it is to the British public that the promoters chiefly look with justifiable confidence. The German Government is now guaranteeing an annual expenditure of £10,000 upon its high school for Chinese at Kiao-chau, and though the Hongkong University is dependent upon a private initiative, we trust that its appeal will not be made in vain.

Some confusion of thought possibly exists about the Hongkong University, in consequence of the proposal coincidentally brought forward by Lord William Cecil for the establishment of a Chinese University at Hankau on the Yangtze River. An our correspondent truly says, there is plenty of room for many Universities among the 400 millions of China, and the two projects need not interfere with one another. It is, however, desirable to remember that the two schemes have many marked points of divergence, though both unite in aiming for their ultimate aim the progress and the welfare of the Chinese. The University is to be founded in Hankau upon a somewhat eclectic basis of Christian missionary educational institutions already in existence. Its objects are stated to include the creation of "an intellectual Christian body which shall form and direct Christian public opinion." It is to be established in the heart of China, and instruction is to be imparted in "one of the Chinese languages." The Hongkong University will have a secular basis, though it will carefully aim at the cultivation of moral discipline. The mistakes of Indian educational policy are to be as far as possible avoided. The students will reside either in the University or in hostels, and interest in their welfare will not vanish when they pass through the doors of their class-rooms. They will be closely supervised, and not left to their own devices; and the promoters declare that, although the University is not to be proselytizing institution, there will be no objection to the teaching of religion in hostels. Probably a study of Christian ethics and standards of duty, as well as of the precepts of the great Chinese sages, will ultimately form part of the curriculum. A fundamental point of difference from the Hankau scheme, which will probably commend itself to most Englishmen, is that instruction will be given in the English language. Whatever we may think of the possible advantages of the retention of the vernacular tongues in Oriental education, it must be obvious that, for the special purpose of equipping with Western knowledge a picked body of young men who may become the makers of the China of the future, instruction in English by English professors is practically a necessity. It is almost impossible to impart an adequate Western education in Chinese, and when we reflect that courses in medicine, engineering, and applied science are to be given a prominent place—though the arts course will have its due recognition also—it becomes clear that, without the adoption of English, efficiency could not be attained. A further reason, of the utmost importance in the case of the Chinese, is that it is hoped, by affording a British University, to grant the degrees of the parent University, which could hardly be done if the instruction were not in English or if the institution were not under the British flag.

It seems to us that the Hongkong scheme offers an almost ideal solution of the problem of the furtherance of Western education in China. It brings the student into close contact with the spirit of the West, without transplanting him into a wholly strange environment or alienations of the East. It is the great and thriving city of Hongkong, with its vast docks, its factories, its flourishing banking and commercial houses, its hospitals and charitable institutions, its many schools and colleges, and its strong and efficient and honest administration, he will absorb a sufficient degree of "Euro-ean" influence without losing touch with his own people. His own country will remain before his eyes, and he will be within easy reach of his own friends and relatives and compatriots. China has already had some occasion to rue the fact that no broadcast over the world in terms of knowledge in Hongkong they will receive the

benefits of enlightened instruction, while being as far as possible shielded from the temptations of life in a crowded and unfamiliar city. The remarkable enthusiasm for the scheme shown by many eminent Chinese is, in our belief, the best augury for its success; and it is in no spirit of depreciation of other praiseworthy efforts that we suggest that the same earnest cordiality might not have been displayed if the Hongkong University had been established upon an avowedly religious basis. The assurance that moral instruction will not be neglected, and that there will be facilities for religious instruction when desired, relieves the project from the grave dangers of the complete divorce of education from morality and religion sometimes visible elsewhere in the Orient. When the Chinese themselves have done so much, we feel convinced that the appeal for further help now made to Great Britain will not pass without response. How to mitigate the shock of collision between the two civilizations for the West far more, perhaps, than for the East, one of the most vital political problems of the coming age. Rightly controlled, the Hongkong University should prove a great solvent of antagonism. It will be no light achievement for Great Britain if from beneath her flag, and with the eager acquiescence of the Chinese, bands of young men go forth, trained by Englishmen and speaking the English language, to carry on the immense work of the re-education of the oldest of empires. There lies in this undertaking the germ of the noblest form of conquest, which seeks no territory, exacts no material return, and sheds no blood, but asks only to be allowed to participate in the task of assisting an innumerable, industrious, and pacific race to regain its rightful place in the world. For these reasons we urge that, though our own needs are great, the Hongkong University deserves all the help which enlightened Englishmen can bestow upon it.—Times.

"BADFORD" RBLER KATHER-TAINMENT.

The Committee are pleased to announce that the programme will conclude with the Original Comedy, "The Changeling," by W. W. Jacobs; the parts being taken by Miss Dabrows, Lieut. Rosman, R. N., and Mr. F. Tester.

BOXER TROUBLE FEARED.

U.S. ALARMED.

A Washington despatch of Sept. 30 says:—Minister Calhoun announces in dispatches recently received at the State Department that another Boxer crisis is imminent in China. Your correspondent has learned that the officials here regard the situation as sufficiently grave to call for immediate preparation to meet any emergency that may arise and to protect American lives and property in the case of any possible outbreak. Orders have been issued to both the Army and Navy Departments to get ready at once for eventualities and preparations are now under way in both these Departments.—Cablegram-American.

RECORDING TOWING.

GERMAN WARSHIP'S LONG JOURNEY TO SINGAPORE.

The Imperial German warship *Narvik*, commanded by Captain Tager, arrived in Singapore late on Sunday, having in tow the German survey ship *Flam* (Captain Domick) which is in need of boiler repairs, reports the *Straits Times* of 27th ult. The journey made by these vessels in company forms, we believe, a record in long distance towing. The *Flam* is a specially built survey ship and has been engaged in survey work in German New Guinea and the South Seas for several years. Her displacement is 1,000 tons, the *Narvik* could not proceed to any port for repairs under her own steam, and the Admiral of the China station ordered the *Narvik* to tow her to Singapore. Usually the *Flam* has gone to Sydney for docking and other repairs, but it was not considered safe to risk the rough weather that might be encountered on the way to Australia, and it was accordingly decided to bring her here, though the distance is so much greater. The ship itself, Friedrich Wilhelmshafen on the 9th of this month and reached Pulau Laut on the 17th, a distance of about 2,750 miles in one stretch. They left Port Louis, after coaling on 21st inst. and the remainder of the journey to Singapore, 950 miles, or 3,000 miles in all, was accomplished very satisfactorily. The whole journey was done at an average speed of 11.5 knots, which is very good towing, especially over so great a distance. The *Narvik* is a cruiser of 2,550 tons with a crew of 314. She carries ten guns, and is 4,500 horse power. The *Flam* is 650 tons, carries 3 guns, has a crew of 101, and 372 horse power.

The *Flam* goes to Tientsin for repairs and the *Narvik*, after coaling, will return to her place at the China station.

THE TIENTSIN-PUKOU RAILWAY.

A FURTHER LOAN.

Peking, Sept. 28.—The balance of the Tientsin-Pukou Railway Loan (£8,000,000 sterling) has been arranged and the contract signed by representatives of the Chinese Central Railway, Ltd., the Deutsche Asiatische Bank and the Chinese Government. The loan carries interest at five per cent and is redeemable after thirty years. The price has not been fixed. The security is additional provincial revenues. Otherwise the loan is similar to the original one.

The first instalment of the Tientsin-Pukou Railway, for £5,000,000, was issued, partly in London and partly in Berlin, on March 30, 1908. A further loan of £1,000,000 was issued on June 16, 1910.—N. C. D. News.

The *Sunbeam* Port, which is great progress at Dait Pagan, in E. at Borneo, where the Royal Dutch Petroleum Company is working rich oil fields. Where a couple of years back there was a swamp, there are now a pair of factories and a cable factory all equipped with a view to heavy export. A sulphuric acid factory is also at work.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE IMPERIAL MARITIME LEAGUE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—DEAR SIR,—We sent you on the 30th of last June, a copy of an Appeal, which had been publicly addressed to the Prime Minister of the United Kingdom, upon the initiation of the Imperial Maritime League, to obtain parliamentary sanction to a Loan of £200,000,000 for National Defence. Attached to that letter was a list of 158 Officers of Flag and General Rank, who gave their public support.

Following this, we sent you a copy of a second letter to Mr. Asquith, dated July 9th, conveying a further list of distinguished signatories. Copies of both these previous communications are enclosed for your reference.

We now have the pleasure to forward to you a third letter and a third list of over a hundred additional officers of rank in His Majesty's Navy and Army, who also give their public endorsement to the movement.

In view of this extraordinary concourse of expert opinion as to the National need of the measure suggested, we venture, with the utmost earnestness, to pray you to grant prominence and full attention to this third appeal, thus supported, to His Majesty's Government.

Having regard to the immense efforts now being made by the German Empire to wrest naval supremacy from Britain, it is the bare fact that upon the success of this Appeal, hangs the existence of Britain as an independent State and of the Empire as a united whole.

We are,
Yours faithfully,
EROLD F. WYATT,
L. GRAHAM H. HORTON-SMITH,
Joint Honorary Secretaries.

[Enclosure.]

31st August, 1910.

HUNDRED MILLION LOAN FOR NATIONAL DEFENCE.

Sir,—We have honour to submit a list of over a hundred further Officers of Flag and General rank who desire to endorse and to support the Appeal, which we were privileged previously to send you to obtain Parliamentary sanction to a Loan of £200,000,000 for National Defence.

As the number of such Officers already associated with that Appeal was 247, the total number now amounts to no fewer than 357. It is, therefore, the fact that 357 high Officers of His Majesty's Navy and Army unite in the declared conviction (as stated in the words of their Appeal to you) "that national danger does threaten and that the need of special effort to meet it is urgent."

In view of the immense and incomparable weight of expert authority by which the existence of this national danger is thus asserted, and by which this Appeal for special provision against it is upheld, we venture, with fitting respect but infinite earnestness, to entreat the early consideration of His Majesty's Government.

By this public Appeal the distinguished signatories have expressed themselves as also "convinced that, in raising the Loan proposed, His Majesty's Government would receive the whole-hearted support of His Majesty's Opposition."

This belief was evidently correct, inasmuch as Mr. Balfour himself, while making no express pronouncement on the subject of the Loan, has yet authorised us to state publicly his opinion that "no well informed person doubts that any scheme adopted by the Government for strengthening the Navy would have his hearty support of the Unionist Party."

That the application of the suggested Loan would strengthen not only the Navy, but also the Army and our means of Aerial Defence, is incontestable.

The adoption, therefore, of the proposal initiated by the Imperial Maritime League, and supported by the 357 Flag and General Officers who have permitted the publication of their names, would have the effect of nullifying by the great political Parties in the restoration of National Safety and National Confidence.

The governing condition of National Defence is, however, as the signatories of the Appeal have pointed out,—Finance, and inasmuch as under our present P. & F. System this fact necessarily brings Defence into the domain of political controversy, it follows that responsibility in this vital matter must, under that system, rest, neither with the Admiralty nor with the War Office, who have no more than administer the funds respectively allotted to them, but with the Government and Parliament of the day, which alone have power to raise the money required.

Those funds can only be obtained, either by heavy additional taxation, or by Loan, and since such additional taxation is, probably, impossible at the present time, we submit that the expenditure of a Loan offers the only practicable means of providing for this reconstruction of our entire Fleet, declared to be required by the Secretary of State for Foreign Affairs, Mr. Edward Grey, and, after, of making good our known and acknowledged military deficiencies.

We are, Sir,

Yours Obedient Servants,

EROLD F. WYATT,

L. GRAHAM H. HORTON-SMITH,

Joint Founders and Honorary Secretaries,

Imperial Maritime League.

To the Right Honourable

The Prime Minister,

10, Downing Street, S.W.

This Opinion Regio system will be introduced into Dell in April, 1911, in place of the farming principle. The cattle largely smoke the drugs and inquiries are going with a view to selecting the best of things to sell the requirements of the market. About 50 per cent of the cattle are now kept to smoke opium. Japanese included. Various of the same concerns from China are now given to opium. It is noteworthy that in Dell the Chinese who will not bear of opium smoking, and that the

A BRAVE ACT.

AMERICAN APPRECIATION OF DR. TISH SAILOR.

Before the business of the Chamber of Commerce commenced yesterday, says the *Singapore Free Press* of 27th ult., a pleasing little ceremony took place.

Mr. D. T. Boyd, the Chairman, mentioned that a humane act had been done by a brave man. Such acts were appreciated by all of them, especially in their connection with the mercantile marine.

The Hon. W. Evans, acting Colonial Secretary, thanked the Chamber for giving him the privilege of appearing there that day and occupying a little of their valuable time. The desire was to make public one of those acts of bravery which they always appreciated. It might be that if any of them were suddenly called upon to perform such an act of bravery, they might not rise to the high standard which they had set in this case, the Government of the United States wished to offer to Mr. W. L. Gardner, the Captain of the s.s. *Helo*, the thanks of the nation and a token of their appreciation from the President of the United States for his conspicuous bravery in rescuing the crew of a wrecked American schooner. The facts in connection with this case had been put in the possession of Mr. Du Bois, the Consul General for the United States and he would ask him now to relate them to the Chamber (applause).

Mr. J. T. Du Bois (Consul General for the United States of America) said he desired to thank the Chamber for the privilege of taking part in this very interesting event, a privilege which he highly appreciated and a duty which he gladly accepted. He appreciated the presence of the Chamber of Commerce. Such acts as this one which they were now to celebrate must always have ennobling influences on the human race. A gold watch and chain with a miniature portrait of the President of the United States had been sent from the President of the United States to Mr. Gardner as a recognition of his bravery and humanity in saving from swift and sure death a meritorious man. It was during a wild night off the coast of Hatteras in January, 1907, that this heroic deed occurred. The American schooner *Mary Standford* was dismantled and sinking and her crew called to the British steamer *Minckler* for help. The British vessel launched a boat and Mr. Gardner and six men rescued the crew of the *Mary Standford* from the teeth of a terrific storm all the crew of the American schooner, ten men in all. That was an act in perfect harmony with British seamanship since the first day that English sailors went out to sea in ship (hear, hear and applause).

Brave men have never had to learn the art of being brave. It was an instinct. Captain Gardner's heroism and the noble conduct he showed, sent a thrill to the hearts of all Americans. This watch and chain was a small token from the American people. Upon the case of the watch was engraved the coat of arms of the nation whose friendship for England was now firmly, immovably and for ever fixed (hear, hear). The massive chain represented the links that bound together the two great nations (hear, hear and applause).

The Hon. W. Evans told Captain Gardner, he was proud, and he was sure all present were proud, to have a man like him among them and he was pleased and gratified to make this presentation to him. On behalf of the President of the United States and at the request of his own Government he presented him with the watch and chain. He trusted he would be spared to wear it for many years and that it would be handed down to his children.

At the request of the Chairman, the members of the Chamber gave three hearty cheers and a "tiger" for Captain Gardner.

The youthful hero replied briefly and expressed his thanks at the appreciation of the American Government. Sailors, he said, were called upon suddenly to do these things and they were always glad to render assistance. They might need help themselves one day.

OPIUM IN CHINA.

SUCCESS OF POPPY PROHIBITION EXAGGERATED.

The following Imperial Decree dated Sept. 27 is published in the *N. C. D. News*:—In opium prohibition it is of greater importance to prohibit opium smoking than poppy plantation. In their desire to attain merit the Viceroy and Governors in the provinces have been keen in prohibiting plantation and traffic, but have neglected to prohibit smoking, which attitude is far from right. We commanded the Ministry of Finance to appoint delegates to investigate conditions and they have now reported that in prohibiting poppy plantation the efforts made in the provinces are perfunctory and results have been exaggerated. For example, the governments of Kiang, Heilungkiang, Honan, Shanxi, Fukien, Kwangsi, Yunnan and Chinese Turkestan have reported entire suppression of opium, whereas it has not been eradicated. The Viceroy and Governors of these provinces have neglected their attention and blundered in their reports. They should hardly escape from blame and are hereby referred to the Ministry of Civil Appointments for determination of a penalty. All the rewards which have been recommended for Shanxi, Kiang, Yunnan and other provinces are hereby ordered to be cancelled and to serve as a warning.

Hereafter the authorities in the provinces should appreciate our desires and should strictly prohibit opium in accordance with the exigencies of the circumstances, with a view to reduce the number of smokers day by day, and to eradicate this chronic disease. It is thus hoped to "ensure fundamental rectification of the evil. As to reorganization measures the Ministry of Finance is commanded to see conjointly with the Ministry of the Interior and the Controller of Opium Taxes in making the arrangements for taking into consideration all circumstances and then asking orders to put them in operation.

THE DRUG HABIT.

THE VICTIM'S CUNNING.

"The chief characteristic of the drug-taker, after his physical weakness, is his intense craftiness and cunning," so said a doctor who has had thirty years' experience of morphine, cocaine, and other drug victims.

"I have dealt with nearly a hundred and fifty bad cases, besides many others of lesser degree, and I have met with instances of cunning to get the drugs wanted of an astonishing character that they are not fit for publication."

Fifty years, in a big sanatorium, the doctor kept his patients under close supervision, and was thus able, out of many cases, to give me a few which will serve to illustrate the cunning of the drug habit.

"One cocaine victim was admitted for treatment, and when a more or less normal stage had arrived I asked him how he had been able to obtain so large quantities of the drug. 'I forged a prescription after prescription, was the reply, and in that way one by one the key to a great many cases. The man who takes to drugs is usually the subtle and keen-minded person who has the natural tendency to go wrong, and once having done so, will resort to any method which appeals to his ingenuity. He stops at nothing, and forgery is a trifle."

"Another case I had was that of a man who cleverly concealed his morphine tablets in a sham fountain pen. I could not find out for a long time where he got his supplies from. My test was this: Finding that his condition was above normal, I knew he had a private supply of the drug; consequently, instead of giving him his usual medicine with morphine salt, sterilized water was substituted. In the ordinary way the patient would have suffered torments half an hour afterwards. He, however, dodged reporting himself, and then I knew. 'We searched and found these false fountain pens' filed with the drug, one portion containing also a hypodermic syringe. I never was able to find out the firm who supplied these 'pens' and 'pencil-cases'."

A CLEVER MANIAC. "It would take the number of a Sherlock Holmes to detect some of the tricks resorted to, I remember once being completely fooled by a clever maniac. For days I could not find out how he managed to get his extra doses, and at last I threatened him. Then I discovered that when he came to the home he had brought with him a quantity of concentrated solution of morphine and a spray. With a sort of fiendish cunning he had taken the trouble to spray one side of his room with it. When he was out down in his quantities he used to scrape off the dry powder from the wall with his knife, and then sit and chuckle at outwitting me."

Another patient also puzzled him for some time, and his secret was only discovered accidentally. Being in the garden one day, the doctor heard a window thrown open, and then saw the hand of a patient carefully feel under the window sill for something. Knowing the room, he afterwards made a search, and found quite a large quantity of morphine stashed on two pins in this hiding-place. He was of opinion that a great deal of money was spent by these victims in bribes to certain men either connected with, or who made it a habit of loitering near such institutions.

"Men are the craftiest, I believe, though women sometimes display much trickery. I have known the padding of coats and habits to be the hiding-place of drugs, the artificial puff of the hair have been utilized; it is often secreted in their stockings, whilst the pen and pencil dodges are frequent. One lady who came for treatment pursued her own husband—a doctor—for two years. She had been thoroughly searched, and no drug found. Quite casually her handmaiden's coat was overhauled, and in the seams was found enough morphine to last her for the whole of the time she would have been in the institution. It is often sent in letters and newspapers in the form of a powder, but this is easily detected."

"There is no stopping these people when the craving comes on. They are up to all sorts of things—anything short of murder. A man becomes delirious before the homicidal mania seizes him. I have known a man rope his sheets in the dead of night, lower himself from a great height, and having nothing but his nightgown to walk three or four miles in two feet of snow to a place where he hoped to get his drug. Nothing seems to obstruct them in their quest, and they beg most piteously for extra quantities."

DOCTOR'S NARROW ESCAPES.

Of many escapes from these morphine victims the doctor has had plenty. "One most interesting case, which raises a psychological question, he gave in conclusion. One afternoon he was standing on the veranda adjoining the dining-room, looking through the French windows into the apartment, lost in thought, as he gazed abstractedly at the table newly laid for a meal."

Suddenly it seemed as if both his shoulders were gripped by two powerful hands, and he was jerked violently away to the right about. The sight which met him on this most unusual action turned him cold. Right in front of him, with eyes blazing murder, was one of his morphine patients, with a gardener's axe over his shoulder ready to strike!

He looked at the man as squarely as he could, and the would-be murderer seemed paralyzed. He dropped the weapon and went away. A day or so afterwards the drug victim explained quite rationally that he had seen the axe lying on the ground—where the gardener had left it—and picked it up with the intention of putting it away in the shed. He confessed that some power took hold of him when he saw the doctor, and he came over to kill him."

THE *J. & B.* hears that the British New Guinea Snowy Range exploring expedition was, at the date of the last advice, still in difficulties from lack of river transport, but might be soon out of them owing to a motor boat having been secured at Dobbo, in the Aru Islands. The explorers had located two snow-capped peaks.

SUGAR IN JAPAN.

COMPETITION BETWEEN JAPAN PROPER AND FORMOSA.

The *Osaka Asahi* observes that in view of the promotion of an excessive number of new sugar companies and mills in Formosa of late, which will beyond doubt result in overproduction, those engaged in the sugar industry in Formosa have begun to consider a scheme for exporting sugar abroad and are preparing to produce white sugar for this purpose. For example, recently the Taiwan Sugar Refining Company appointed the Mitsui Bussan Kaisha its agents in Tokyo, Yokohama, Nagoya, Osaka, and Kobe, for the sale of 'white sugar,' and contracted to deliver 250,000 bags beginning in the summer. The sugar interests in Japan proper deemed the action of the Taiwan Sugar Company a serious matter, and grew alarmed of the result. If other Formosan sugar mills follow the example of the Taiwan and Bussan Sugar Companies, and commence producing white sugar, the sugar-refining industry in Japan proper may be killed, as the Formosan industry is furnished with the strong armor of Government protection—no use the phrasing of the *Osaka Journal*—while their rivals in Japan proper are not equipped with even an inch of ironplating. Those engaged in the sugar industry have repeatedly filed petitions with the Finance Department asking that, as the Formosan sugar companies or mills are in the receipt of bounties, they should be prohibited from producing white sugar. The Finance Department, continues the *Asahi*, has now declared that it is the policy of the Government not to allow Formosan sugar companies or mills to produce white sugar, and that instructions will be issued to the Governor-General of Formosa accordingly. The sugar people in Japan proper are now anxiously waiting for Mr. Uchida, the new Director of the Formosan Civil Administration, to issue an order prohibiting Formosan sugar companies or mills from producing white sugar. Of course, proceeds the *Osaka paper*, the Government will not interfere with the sugar mills producing 'white sugar' for export abroad. This quality of sugar produced in Formosa, however, is much inferior in colour and crystallization to that produced in Java, and it is impossible for the Formosan product to cope with the Java product in foreign markets. The Formosan sugar refineries are now engaged in considering methods of remedying the defects referred to. They maintain that the Formosan Government has no power to interfere with the production of 'white sugar,' as they are receiving neither protection nor bounty on this score, but they forget that the sugar cane from which the 'white sugar' is produced is protected. Many Japanese sugar merchants who have signed agreements with the Mitsui Bussan Kaisha for the supply of Formosan 'white sugar,' will fail to obtain the supply required if the production of white sugar is prohibited in Formosa, and they will be disabled from executing their contracts with customers. In these circumstances it is expected that great trouble will ensue in sugar circles. The Mitsui Bussan Kaisha, concludes the *Asahi*, is reported to be determined not to take the responsibility upon themselves for the non-fulfilment of contract, pleading that they are prevented from executing the contracts by *vis major* if the order of prohibition is issued by the Formosan Government.—*Japan Chronicle*.

UNITED SINGAPORE ESTATES.

An extraordinary general meeting of the shareholders of the United Singapore Rubber Estates, Limited, was held on the 24th ult. at the registered office of the Company, at Singapore. Mr. Tan Ouy Yan presided. The resolution which was passed at the extraordinary general meeting of the Company held on the 9th day of September, was confirmed as a special resolution:—"That as from the 1st of the month of October of this resolution, the provisions of table A, contained in the first schedule to the Companies Ordinance, 1895, shall not apply to this company, but that in lieu thereof the regulations contained in the printed document submitted to this meeting, and for the purpose of identification subscribed by the Chairman and Secretary of the company, be and the same are hereby approved, and that the same be and they are hereby adopted as the regulations of the Company, to the exclusion of the provisions of the said Table A."

THE BRITISH SAILOR.

It is matter for congratulation that the dependence of our shipping upon foreign seamen continues to be less marked. In 1905 the "British persons" employed numbered 190,491, and foreign persons 37,711. In 1908, the latest year for which returns are available, the numbers were respectively 196,814 and 34,735. There were 16,000 more Britishers, that is to say, and 5,000 fewer foreigners. From the point of view of per centage the position is more satisfactory than in any year since 1895. There has it is true, been an increase of 700 in the number of Latvians and other Asiatics employed, comparing 1908 with 1905, but it is quite clear that the foreigner has been in the main supplanted by the Britisher and not by the Latav or the Chiosan. It was the latter, it was supposed, who was in particular making headway in British ships.

When the supply of British seamen was still declining it was the fashion to blame the modern boy. It was averred that the youth of Great Britain now lack the maritime instinct, and find the prospect of life ashore more alluring. As a matter of fact, this belief is shown to be without foundation. A Newcastle correspondent refers to a local owner who has forty boys on his books waiting to go to sea when the chance offers. The Shiplog Federation, which has worked successfully to furnish the merchant navy with boy sailors, reports that it is inundated with applications. There is, therefore, no lack of raw material. The difficulty is to find vacancies on ships where it can be moulded into shape.

To-day's Advertisement.

FROM EUROPE.

THE H. A. L. Steamship.

"ARMENIA." Captain Rohde, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extraordinary Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited; whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO Ex ss. *Argosy* from Sebelon. "Norfolk" Coleridge. HAMBURG-AMERIKA LINIE. Hongkong Office. Hongkong, 4th October, 1910. 644

COMMERCIAL.

4th October, 1 p.m. The following quotations for rubber shares by wire, are supplied by Messrs. R. S. Kadoorie & Co.:

Allagars	4/
Anglo-Java	21/6
Anglo-Malay	21/6
Balgowale	21/6
Batu Tiga	21/6
Batams	6/
Batu Kajangs (pp.)	59/
Batu Kajangs	16/
Carey United	16/
Castelfields	100/
Changkat Serdangs	59/
Cheras (part paid)	53/
Da (fully paid)	5/
Damansaras	135/
Eastern Internationals	10/
Fed. Selangor	—
Glenagly	51/7
Glenagly	—
Golden Hopes	105/
Highlands and Lowlands	93/9
Indragiris	51/
Joh. Kenneths	—
Jequies	—
Jonglanders	—
Kamunings	46/
Kuala Lumpur	137/6
Lenadrons (fully paid)	—
Lenadrons (ppd.)	—
Labus	—
Ledbars	—
Lloggs	49/6 ex div.
London Asiatics	100/
London Ventures	61/
Melinas	61/
Pajams	110/
Pegohs	5/8
Rubber Trusts	13/
Saggs	27/
Sandycrofts	53/8
Sapongs	—
Seafields	—
Sikongs	15/
Shelfords	61/
Singapore & Johore	51/
Sunatra Paras	103/
Sungel Chohs	99/
Sungel Kapars	12/6
Tandjongs	—
Tangkabs	31/
Toerangle	2/
Ulu Ranta	—
United Serdangs	95/
United Singapore	51/5
United Sunatras	79/
United Langkats	80/
Tronohs	31/
Para Rubber	19/ per lb.

London Asiatic Company have declared an interim dividend of 10%.

RUMER DIVIDENDS. The Bukit Lintang pays a dividend of 25 per cent, making in all 30 per cent for the year.

S. C. Rubber Co. pays an interim dividend of 5 per cent.

We learn from a dispatch in Japanese papers that a "red" or warm tide has appeared along the coast of Shima province on the Pacific coast, just outside the bay, and the mother-of-pearl oysters, which are being cultivated there, have been damaged.

Events Coming.

Wednesday 5th October. Theatre Royal, "Nicola," 9 p.m.

Thursday, 6th October. Legislative Council Meeting, 7.30 p.m. Annual Meeting of Second Division Football League, at Y.M.C.A. rooms, 5.30 p.m.

Saturday, 8th October. Dairy Farm Co.'s annual meeting, 12.30 p.m.

Tuesday, 11th October. Sanitary Board meeting, 3.45 p.m.

Saturday, 15th October. Canton Insurance Office, annual meeting, 2.00 p.m.

Gymkhana Club, 8th meeting, Race Course, 3.30 p.m.

Variety Entertainment, City Hall "Bedford" Relief Fund.

Monday, 17th October. Variety Entertainment, City Hall "Bedford" Relief Fund.

To-day's Advertisement.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co's Steamer

"PESHAWUR." Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon; where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 10th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

R. A. HEWETT, Superintendent. Hongkong, 3rd October, 1910. 644

"BEDFORD" RELIEF FUND.

UNDER THE PATRONAGE OF H.E. Sir HENRY MAY, K.C.M.G. H.E. Major-General BROADWOOD, C.B. Commodore EVES, R.N.

AN ENTERTAINMENT

will be given at the CITY HALL, on SATURDAY, OCTOBER 15TH, and MONDAY, OCTOBER 17TH.

Seats may be booked at The Robins in Piano Company on and after Monday, October 3rd. Hongkong, 26th Sept. 1910. 644

THEATRE ROYAL.

ONE WEEK ONLY.

The Incomparable NICOLA

And the same Original Company that Mystified New York 6 Months Chicago 3 Months London Vienna Berlin

And all the Principal Cities of the World TONS OF ELABORATE 100 New Illusions & STARTLING FEATS and SENSATIONAL SURPRISES

POSITIVELY THE GREATEST SENSATION THE WORLD HAS EVER KNOWN

EXTRA ADDED SPECIAL FEATURES. "NICOLA'S Challenge Hand Cuff SENSATION Nothing on earth has yet been found that can hold Nicola a prisoner"

GEORGE NADOLNY America's Greatest Eccentric Juggler WHIPPLE & ADAMS Refined Singing and Dancing Artists

MARGUERITE SUTTON The Peerless Psychic Marvel DOBSKI The King of Laugh Provokers

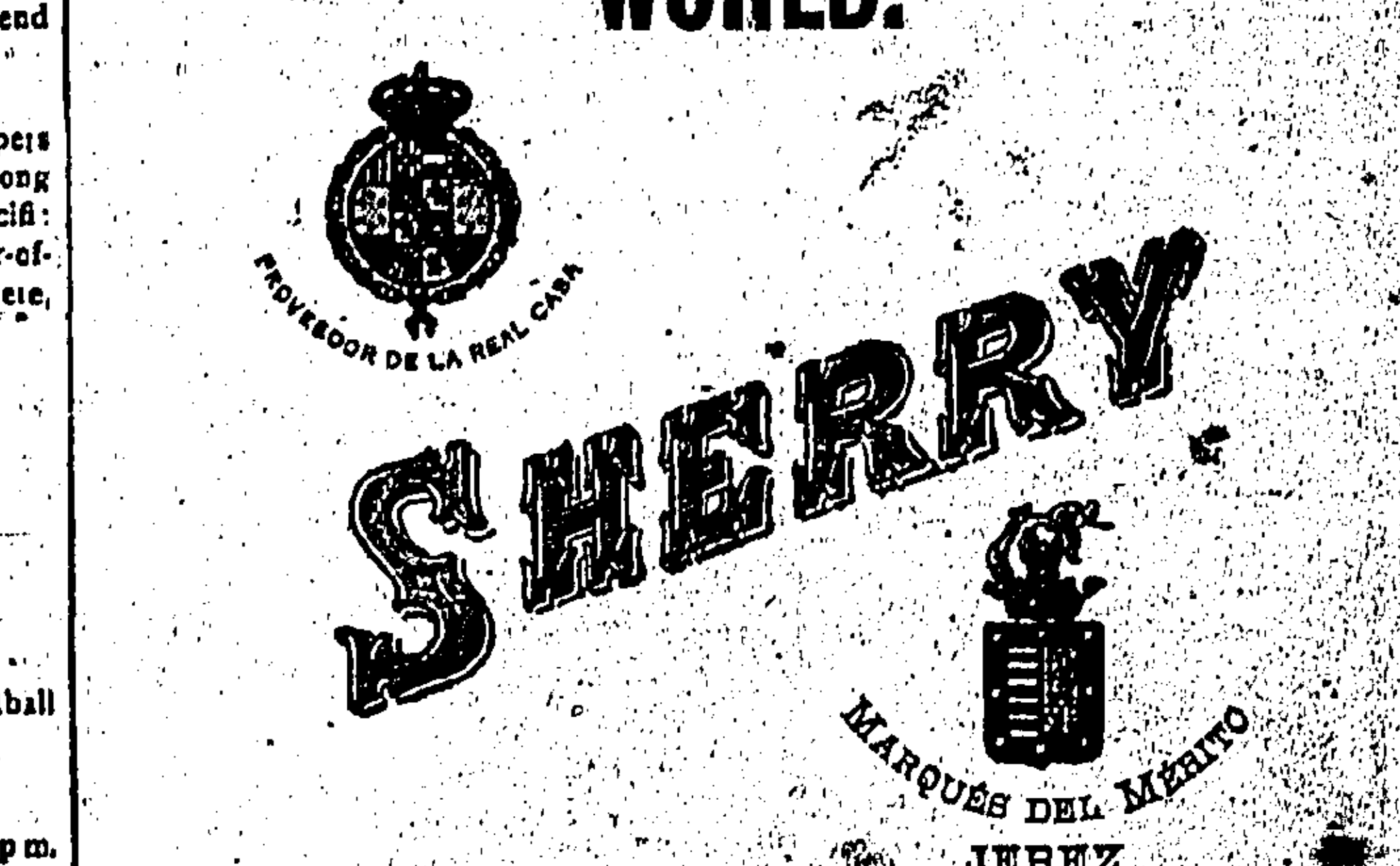
SOLID HOURS OF LAUGHABLE MYSTIFYING AND EDUCATING ENTERTAINMENT

Commencing Wednesday, October 5, 1910.

SPECIAL MATINEE SATURDAY, OCTOBER 8, FOR LADIES AND CHILDREN.

Hongkong, 21st September, 1910. 644

THE BEST SHERRIES IN THE WORLD.



Marques del Meritos Sherries are famous all over the world for their Superb Quality and Flavour.

H. PRICE & COMPANY, LTD. 12, Queen's Road Central, Hongkong.

Telephone No. 255. Agents for 1910 September, 1910.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 11TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"MONTEAGLE" TUESDAY, NOV. 3TH.	
	From St. John.
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of India" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knts, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

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SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

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Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

L. W. BRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI, KOBE & MOJI	"KITSANG"	WED'DAY, 5th Oct., 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 7th Oct., 4 P.M.
SINGAPORE, PENANG & CALUTTA, NAUSANG	"NAUSANG"	SATURDAY, 8th Oct., Noon.
SANDAKAN	"MAUSANG"	MONDAY, 10th Oct., Noon.
TIENSIN	"CHEONGSHING"	MONDAY, 10th Oct., Noon.
MANILA	"LOONGSANG"	FRIDAY, 14th Oct., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kitsang," "Yuensang" and "Fookang" leave about every 5 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A day qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Ghafoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dair, Simpor, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,

Telephone No. 215, Hongkong, 4th October, 1910.

General Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamers	To Sail
CHEFOO & TIENSIN	"HUIKOW"	6th Oct., Daylight.
HUIHOW & HAIPHONG	"SIAGAN"	6th Oct., Noon.
SHANGHAI	"OHISHEA"	6th Oct., 3 P.M.
TSINGTAU & NEWCHANG	"NANCHANG"	6th Oct., 4 P.M.
SHANGHAI	"SUOKIANG"	9th Oct., Midnight.
LOILO & CEBU	"TEAN"	9th Oct., 2 A.M.
LOILO & CEBU	"KAIKONG"	11th Oct., 4 P.M.
SHANGHAI	"CHENAN"	13th Oct., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Saloons. A day qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Saloons and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Cheow, Linan, Chinwan), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Mowat Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$90 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 16, Hongkong, 4th October, 1910.

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship, Tons, Captain, For, Sailing Dates.

ROSE 3540 R. Rodger MANILA SATURDAY, 8th Oct., at Noon.

LAURO 3540 A. Fraser " SATURDAY, 15th Oct., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.

22, NATHAN ROAD, HONGKONG.

Telephone No. 16, Hongkong, 4th October, 1910.

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Shipping—Steamers.

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(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA	"SEATTLE MARU" Capt. T. Saito	6,183	WED'DAY, 5th Oct., at Noon.
VICTORIA, B.C. & TACOMA	"CHICAGO MARU" Capt. I. Goto	6,183	WEDNESDAY, 2nd Nov., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Captain S. Yamane	FRIDAY, 10th Oct., at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIOI MARU" Captain H. Mouriama	SUNDAY, 10th Oct., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class, \$73.00 2nd Class, \$55.00 3rd Class, \$37.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers, "OHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st October, 1910.

S. HIROI, Manager.

Hongkong, 1st October, 1910.

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Hongkong, 1st October, 1910.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN," Captain McArthur, will be despatched as above on SATURDAY, the 8th October, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c. throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To insure the additional comfort of passengers the steamers of this Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 20th September, 1910.

[612]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK:

S.S. "MUNCASTER CASTLE" (Overabout 10th Oct.)

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 31st October, 1910.

[616]

SOCIETA ANONIMA NAZIONALE DA SERVIZI MARITTIMI

SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEONHORN and GENOA, also YANBAY and TRIPOLI, all Mediterranean, Adriatic, Levantine, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ICHIA," Captain Belsito, will be despatched as above on WEDNESDAY, the 12th October, at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 30th September, 1910.

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"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAWADI," Captain W. Gray Williams, will be despatched as above on or about 13th Oct.

For Freight apply to JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 19th September, 1910.

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THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER AND

Post Office

Per Laifinger, for Hongkong, from Yokohama—*Mr. Lawingdon, Messrs. Nicholls and family*, and *King's teung*. From Kobe—*Mr. L. J. Fischer, Mr. and Mrs. Tallotson, Messrs. J. D. Leese, N. Schindelpass, and Miss MacCahle*. From Shanghai—*Assist. Surg. Klafschu, Mr. J. Quin, Mr. and Mrs. Johnston, Mr. G. N. Corra, Mr. and Mrs. Damsy, Mr. G. N. Willson, Mrs. M. Gabbay, Messrs. W. N. Bull, S. Paterson, Misses Goldstein, Kaitlin, Mr. B. Egan, Mrs. and Miss Goldstein, J. M. Oario, Messrs. G. A. Gilson, S. L. Niddan, S. Marcus and Bimbu gen*. From Tientsin—*Messrs. Gok and family, Furugel and Gisel and family*. From Yokohama for Genoa—*Messrs. S. D. Trickian and F. Crounholm*. For Bremen—*Miss M. Farnick*. From Kobe for Singapore—*Messrs. J. J. Twine*.

Shipping Reports.

Str. Rubi, from Manila:—Strong winds, high sea and cloudy.

Str. Kasim, from Wuhu:—Fresh N.E. winds, high sea, fine and clear.

Str. Haimun from Swatow:—Fresh to moderate Easterly wind and sea and fine clear weather throughout.

Str. Nankong, from Saigon:—Varella to Paracels strong gale N.W. and high sea. Paracels to Hong'ong heavy N.E. monsoon, high sea.

VEHICLES IN PORT.

STREAMERS.

Devanowong, Ger. s.s., 1,957, E. v. Reeken, 1st Oct.—Bangkok, wks Kohschich and Holbow 21st Sept., Rice and Teakwood.—B. & S.

Dmilar Nor, s.s., 1,102, A. Anosson, 10th Sept.—Bangkok 23rd Sept., Gen.—O. S. N. Co.

Clam, Br. s.s., 4,110, S. Bland, 10th Sept.—Paleo Sambaou 22nd Sept., Bulk oil.—A. P. & Co.

Derwent, Br. s.s., 1,574, J. Jenkins, 14th Sept.—Salgon 20th Sept., Rice—Mau Fat & Co.

Eastern, Br. s.s., 2,172, W. G. McArthur, 1st Oct.—Kobe 28th Sept., Gen.—G. L. & Co.

Empress of Japan, Br. s.s., 3,030, H. Pybus, 1st Oct., 19th Sept.—Vacuover 7th Sept., Malls and Gen.—C. P. R. Co.

Hakata Maru, Jap. s.s., 1,810, A. Mockler, 2nd Oct.—Moffi 27th Sept., Match, Bear, and Gen.—N. Y. K.

Hikosan Maru, Jap. s.s., 4,007, Yamanishi, 25th Sept.—Milke 25th Sept., Coal.—M. B. K.

Inaba Maru, Jap. s.s., 1,837, K. Kawaia, 2nd Oct.—Shanghai 10th Sept., Coal, M'dise and Flour.—N. Y. K.

Korai, Ger. s.s., 1,311, H. Oldsen, 25th Sept.—Bangkok 17th Sept., and Kobsichag 18th Gen.—B. & S.

Kutsang, Br. s.s., 3,110, R. C. D. Bradley, 2nd Oct.—Calcutta, 16th Sept., Penang 21st and Singapore 24th Gen.—J. M. & Co.

Loorok, Ger. s.s., 1,010, G. Schultzen, 27th Sept.—Krichsag 10th Sept., Gen.—B. & S.

Marie, Ger. s.s., 1,740, Christiansen, 27th Sept.—Manila 23rd Sept., Ballast.—J. & Co.

Mausang, Br. s.s., 1,644, G. S. Welgall, 3rd Oct.—Sandakan 24th Sept., Timber.—J. M. & Co.

Montrose, Br. s.s., 2,884, Glegg, 1st Oct.—Callao 22nd Aug., Ballast.—D. & Co.

Nam Sang, Br. s.s., 4,035, M. B. Lake, 29th Sept.—Kobs and Moffi 25th Sept., Gen.—J. M. & Co.

Ningchow, Br. s.s., 5,836, H. L. Allen, 2nd Oct.—British Columbia via Japan 17th Sept., Gen.—B. & S.

Onsang, Br. s.s., 1,730, E. J. Bailor, 25th Sept.—Hongay 22nd Sept., Coal.—J. M. & Co.

Paklat, Ger. s.s., 1,818, E. Githemann, 24th Sept.—Bangkok 17th Sept., Rice.—B. & S.

Peshawur, Br. s.s., 4,818, O. F. Lockstone, 3rd Oct.—London 20th Aug., Gen.—P. & Co. S. N. Co.

Rajah, Ger. s.s., 1,775, O. Reher, 24th Sept.—Raigon' 17th Sept., Wood.—B. & S.

Riojun Maru, Jap. s.s., 2,070 K. Tsunuma, 2nd Oct.—Japan Meji 27th Sept., Coal.—M. B. K.

River Clejdy, Br. s.s., 2,755, John Kerr, 2nd Oct.—Newcastle 9th Sept., Coal.—D. & Co.

Seattle Maru, Jap. s.s., 3,831, G. Saito, 20th Sept.—Tacoma Wash and Manila 23rd Sept., Flour and Gen.—O. S. K.

Sui Sang, Br. s.s., 1,779, M. Picknell, 25th Sept.—Ching-wan-tao 25th Oct., Coal.—E. & M. Co.

Sungking, Br. s.s., 988, H. A. Warda, 15th Sept.—Amoy, Iloilo and Cebu 12th Sept., Gen.—B. & S.

Tijmahli, Dut. s.s., 2,000, J. N. Bouman, 1st Oct.—Batavia 21st Sept., Ballast.—J. C. J. L.

Titau, Br. s.s., 5,717, H. Evans, 1st Oct.—Manila 10th Sept., Gen.—B. & S.

SAILING VESSEL.

Arrow, Br. 4-masted barque, 2,071, McIvor, 20th May—Avail 5th April, Oil.—Standard Oil & Co.

DOCK RETURN.

TAIKOO DOCKS.

Union at Quarry Bay Docks

Suegking " " " "

Ships Passed The Canal.

2nd September—*Banadi, Brasilia, Chien*

Passengers arrived.

Per Haimen, from Swatow—Dr. Nord.
Per Nankah, from Saigon—Capt. Mathes
of King of Cambodia's Yacht, and six Chinese.
Per Rebl, from Manila—Mrs. Vail, Mrs.
Bliss, Messrs. F. W. Braker, C. H. Tangle,
Ed. Hoffman, Henry Pecke, W. Downce, A. S.
Rastell, F. W. K. Smith, S. Laurence, R.
Garnett, J. R. Smith, Chas. Moss, J. W. H.
Wright, J. W. Spring, J. H. Hines, H.
Blagham, Ed. Sling, J. A. Allen, Capt. and
Mrs. Keichun, and Mr. I. Milko.
Per Nippon Maru, from San Francisco—
Miss M. Atwood, Messrs. F. W. Foxworth,
F. J. Kennedy, Miss M. Newman, Messrs. H. A.
Hitchcock, Hatcher, Mr. and Mrs. G. G.
Stober, and Infants, Messrs. R. O. Nichols,
W. H. Nichols, J. H. Nichols, J. R. Rile,
Messrs. F. J. Water, R. D. Maag, S. Ko-
bayashi and servant, Miss H. Madder, Mr.
M. French, Miss A. Gannell, Messrs. T. Daw-
son, M. B. Young, C. H. Knapp, Mrs. Chou-
Yue and servant, Miss R. Roth, Mr. Fath-
erlaender, Father, Mother, Father, Mother,
and Father, Mr. and Mrs. J. H. H. H.
Nicola, L. Nicola, W. Madelay, J. H. H.
Wright, R. Wright, R. Wright, R. Wright,

HONGKONG.		
Anderson, R. C.	King, C. R.	
Andrew, J. I.	Komaroff, A. S.	
Backhouse, J. H.	Lidlaw, Mr. and Mrs.	
Bell, A. G.	Leigh, Miss A.	
Bingham, H. P.	Lloyd, Mr. G. T.	
Bliss, Mrs. J. S.	Lloyd, W. C. T.	
Breaker, F.	Lyons, M.	
Brown, C.	Massey, Miss K. A.	
Brown, Mr. and Mrs.	Markham, B.	
E. C.	Marriott, Dr. O.	
Brunner, Mr. W. C.	Mead, R. C.	
Carr, C. M.	Meinert, H. Van	
Claxton, A. A.	Merech, John	
Cohen, Sydney K.	Moulder, A. B.	
Darling, J. H.	Nadooly, Mr.	
DeWing, W. H.	Nice, Mr.	
Ehrenfeld, Mr. & Mrs.	Northcombe, Mr. and	
H. C.	Mrs. F. D.	
Fearnley, A. E.	Place, Miss L. S.	
Fisher, H. G.	Place, Miss A.	
Forsyth, Capt. G. A.	Ray, E. H.	
Germann, R.	Rea, Mrs. G. B. and	
Gombourv, V.	child	
Hall, Capt. T. P.	Rodger, R. K.	
Harrison, A.	Saffier, J.	
Hartico, T. L.	Solomon, H. H.	
Helmberg, Mr. & Mrs.	Spalding, Dr. and Mrs.	
E. G.		
Holterberg, Master	Spillier, J.	
Hennage, H. J.	Square, Miss A.	
Hewitt, Hon. Mr. and	Thompson, Mrs. M. L.	
Mrs. E. A.	Trantschold, W. W.	
Hine, L. N.	Valij Mrs. J. W.	
Hough, Dr. S.	West, H.	
Powrigan, Miss	Whitmarsh, A.	
Hugo, G.	Wolf, G.	
Jack, Mrs. C. M.	Wood, G. G.	
Keogh, Miss.	Yeagie, C. H.	
PEAK.		
Alabaster, Mr. & Mrs.	Macfarlane, Dr. & Mrs.	
Anderson, Col. & Mrs.	Martin, Mr.	
Andrey, Dr.	Mas, M. M.	
Bates, Mr.	May, Mr.	
Bayard, Col.	Merrill, Frederick and	
Bell, Capt. R.A.M.C.	Meslian von	
Bowdler, Mrs.	Col. & Mrs.	
Brewer, Miss	Nelson, Mr.	
Cruceville, Countess	Paga, Miss	
and maid.	Paulsen, H. R.	
Edwards, Mr. and Mrs.	Perkins, Mr. and Mrs.	
Fayrer, Sir Joseph and	P. L.	
Lady	Perry, Lt. R.A.M.C.	
Finch, Capt. and Mrs.	Phillips, H. R.	
Frisk, F. A.	Piggott, Sir Francis	
Gell, J.	Probyn, R.A.M.C., Major	
Gore, H. de	Reitan, Mr.	
Grange, Capt. & Mrs.	Slachar, A.	
Hassland, F. A.	Stacole, Lt.-Col.	
Highton, Eug.-Comdr.	Sutherland, Mr.	
Hind, W. B.	Thomas, Mrs.	
Hitchcock, Mr. & Mrs.	Thomson, Rev. & Mrs.	
Hockaday, W. T.	Thornhill, Rev.	
Hodgins, Mrs.	Topp, J. R.	
Hogher, Rev.	Twiss, Capt. and Mrs.	
Jack, Miss	Warning, Capt.	
Jack, P.	Whetson, W.	
Kilmanck, P.	White, Mr. and Mrs.	
Koblenfeld, V. & Mrs.	White, Mrs.	
Koran, E.	Wigley, Lt. Col. & Mrs.	
Landet, Lt. Col.	Wright, Mr. and Mrs.	
Lyndon, Capt. & Mrs.		
ASTOR HOUSE.		
Allen, J.	MacWorth, W.	
Bevington, J. J.	Magner, L. J.	
Braunger, Mr. & Mrs.	Mathes, J.	
	Mendes, J. &	
Barke, E. C.	Miller, F.	
Outhene, Wong Hin	Moody, N.	
Miss	Moss, C. R.	
Connors, J. J.	Oldsen, H.	
Emberger, C.	Payne, G. S.	
Fix, J.	Pond, E. H.	
Fogliando, D.	Rode, W.	
Fraser, Miss W.	Rosjan, Capt. W.	
Graham, H. G.	Russell, A. J. S.	
Hal en, G. R.	Schreck, G.	
Halde, H. A.	Sims, Edw.	
Hallay, C.	Smith, F. W. K.	
Helverson, H. R.	Smith, H. L.	
Herrera, L. C.	Smith, J. E.	
Henry Wong Hin	Spurkles, Wm.	
Hoffman, Edw.	Springuli, Mr. and Mrs.	
Hurtado, Mr. and Mrs.	Tack, K.	
E. L.	Walker, F. W.	
Jessie, J.	Wall, S.	
Johnson, Mrs. G.	Westworth, W. A.	
Kelvenon, M. R.	Wladarsas, K.	
Kenny, E. J.	Wild, Mr.	
Klochner, B.	Whitshaw, J. D.	
Leithner, H.	Wing, H. F.	
Leiboldt, G.	Yang, M. B.	
Lombek, O.		
ORIENTAL HOTEL.		
Bebe, D. G.	Maxfield, W.	
Crew, Mr. and Mrs.	McDonald, F. J.	
Curtis, Mr.	Patterson, F.	
Ermdoff, F. M.	Pringle, W.	
Frank, P. A.	Sanksen, F.	
Hansen, E.	Seale, N. O.	
Johnson, Mr. and Mrs.	Stewart, Capt. & Mrs.	
R. D. and child	A. H. and child	
Key, Dr. F.	Storia, A.	
Lennox, Mr.	Taylor, R. P.	
Lyoo, H. C.	Wylson, F.	
ANNIE MAJESTY'S SHIPS ON THE CHINA		
Tons.	Guns.	L.P.F.
730	4	3,500
4,150	16	7,000
1,010	6	500
710	6	1,400
1,070	6	1,400
330	6	1,700
1,070	10	7,000
306	6	4,000
4,150	10	7,000
275	6	4,000
275	6	4,000
280	6	3,500
2,800	14	22,000
Acting-Go		
Lt.-Comd.		
Lieut.-		

October 31, 1910. a.m.									
Bar. Th. Hc. Wind Wv.									
Vladivostok	7	a.m.	30.05	91	91	0	1	c	
Nemuro	6	a.m.	30.08	91	91	0	1	c	
Hakodate	7	a.m.	30.15	91	91	0	1	c	
Tokio	7	a.m.	30.05	91	91	0	1	c	
Kochi	7	a.m.	30.05	91	91	0	1	c	
Nagasaki	7	a.m.	30.07	91	91	0	1	c	
Kagoshima	7	a.m.	30.02	91	91	0	1	c	
Oshima	7	a.m.	30.07	91	91	0	1	c	
Naha	7	a.m.	30.05	91	91	0	1	c	
Ishigakijima	7	a.m.	30.00	91	91	0	1	c	
Bonin Is.	7	a.m.	30.00	91	91	0	1	c	
Ofono	6	a.m.	30.15	73	58	SW	1	b	
Whitaiwai	6	a.m.	30.15	73	58	SW	1	b	
Hankow	8	a.m.	30.15	73	58	SW	1	b	
Kiukiang	7	a.m.	30.33	61	94	NE	1	c	
Shanghai	7	a.m.	30.40	73	58	WNE	3	b	
Gutaiaf	7	a.m.	30.17	73	62	WNE	3	b	
Sheny Peak	7	a.m.	30.05	71	86	WNE	3	b	
Amoy	6	a.m.	30.05	70	85	WNE	3	b	
Swatow	7	a.m.	30.10	70	75	WNE	3	b	
Taihook	5	a.m.	30.04	70	75	WNE	3	b	
Taihook	7	a.m.	30.37	70	75	WNE	3	b	
Taihook	7	a.m.	30.58	70	75	WNE	3	b	
Koshun	7	a.m.	30.08	70	75	WNE	3	b	
Pescadores	7	a.m.	30.08	70	75	WNE	3	b	
Qanton	9	a.m.	30.08	70	75	WNE	3	b	
Hongkong	10	a.m.	30.08	70	75	WNE	3	b	
Victoria Peak	10	a.m.	30.08	70	75	WNE	3	b	
Cap Rock	10	a.m.	30.08	70	75	WNE	3	b	
Macao	10	a.m.	30.01	70	75	WNE	3	b	
Wuchow	9	a.m.	30.01	70	75	WNE	3	b	
Holbow	9	a.m.	30.01	70	75	WNE	3	b	
Pakhoi	9	a.m.	30.01	70	75	WNE	3	b	
Phanlon	8	a.m.	30.01	70	75	WNE	3	b	
Tourane	8	a.m.	30.01	70	75	WNE	3	b	
G. St. James	8	a.m.	30.01	70	75	WNE	3	b	
Apari	6	a.m.	30.00	75	91	SW	3	b	
Manila	10	a.m.	30.58	77	91	SW	3	b	
Legaspi	6	a.m.	30.78	77	91	SW	3	b	
Bacolod	9	a.m.	30.00	75	91	SW	3	b	
Hollo	7	a.m.	30.00	75	91	SW	3	b	
Cebu	7	a.m.	30.00	75	91	SW	3	b	
Lahuan	7	a.m.	30.00	75	91	SW	3	b	

From October 1st to 7th, 1970.						
HIGH WATER.				LOW WATER.		
Day	Month	Hongkong Mean Time.	Height	Day	Month	Hongkong Mean Time.
Sat.	1	10 56 a	7.1	Sun.	2	11 00 a
Sun.	2	10 56 a	7.2	Mon.	3	11 01 a
Mon.	3	10 56 a	7.3	Tues.	4	11 02 a
Tues.	4	10 56 a	7.4	Wed.	5	11 03 a
Wed.	5	10 56 a	7.5	Thurs.	6	11 04 a
Thurs.	6	10 56 a	7.6	Fri.	7	11 05 a

NAME.	CLASS.	TONS.	GUNS.	L.H.P.	CAPTAIN.	LAST REPORTED AT.
Alacrity	despatch	700	4	2,000	Acting-Commander F. H. Noble	Hongkong
Astrea	cruiser, and class	4,350	17	7,000	Captain E. B. Kiddle	Quinsig
Bramble	river gunboat	710	6	900	Lt-Comdr E. G. Washington	Shanghai
Britonart	river gunboat	710	6	900	Lieut-Commander E. H. Donovan	Hongkong
Cadmus	sloop	1,070	6	1,400	Commander H. Lyess	Hongkong
Cherub	water tank and tug	330	—	100	Master W. Smith	Hongkong
Olio	sloop	1,070	6	1,400	Commander H. R. Veale	Hongkong
Fame	torpedo boat destroyer	304	6	5,700	Lieut-Commander C. B. Lloyd Thomas	Hongkong
Flame	cruiser, and class	4,350	17	7,000	Captain John Nicholas	Nagasaki
Handy	torpedo boat destroyer	275	6	4,000	Lieut-Commander B. J. Gay, V.C.	Canton
Hart	torpedo boat destroyer	275	6	4,000	Lieut-Commander H. S. Monro	—
Janus	torpedo boat destroyer	280	6	5,000	Lieut-Commander G. G. Heathcote	—
Keel	cruiser, 1st class	9,300	14	23,000	Captain S. Farquhar	Hongkong
Kinab	river gunboat	616	3	1,400	Lieut-Commander T. J. S. Lyns	Tai-tse
Medla	surveying ship	1,070	6	1,400	Captain F. C. Learmonth	Borneo
Minotaur	armoured cruiser 1st class	14,600	14	27,000	Captain Geo. G. Bayley	Yokohama
Moonmoth	cruiser, 1st class	9,800	14	23,000	Captain H. L. P. Hoard	Yokohama
Moonmoth	river gunboat	180	3	800	Lieut-Commander G. P. Leith	West River
Nightingale	river gunboat	85	3	240	Lieut-Commander G. H. Woodward	Yangtsze
Onion	torpedo boat destroyer	350	6	6,300	Commander H. Stevens	Canton
Randa	river gunboat	81	3	240	Lieut-Commander G. L. Lucas	West River
Sandpiper	river gunboat	81	3	240	Lieut-Commander J. M. Barker	Tai-tse
Salp	river gunboat	81	3	240	Commander W. Barker	Hongkong
Taken	torpedo boat destroyer	350	6	6,100	Commander G. J. Kyrle	Yangtsze
Tamar	receiving ship	4,650	6	800	Lieut-Commander R. J. Buchanan	Yangtsze
Teal	river gunboat	180	3	800	Lieut-Comdr. M. B. Mills Hamilton	Yangtsze
Thalita	river gunboat	710	6	900	Lieut-Commander C. Lloyd Thomas	Shanghai
Village	torpedo boat destroyer	350	6	6,300	Lieut-Commander E. L. Hancock	Hongkong
Waverley	surveying ship	620	4	450	Lieut-Commander G. B. Hartford	Yangtsze
Whiting	torpedo boat destroyer	350	6	5,900	Lieut-Commander M. H. Wilding	Yangtsze
Wilson	river gunboat	195	3	800	Lieut-Comdr. B. R. Becher	Tai-tse
Woodcock	river gunboat	195	3	800	Lieut-Commander G. F. A. Mulock	Tai-tse
Woodlark	river gunboat	195	3	800		

Flying Flag at Vice-Admiral Sir Alfred D. Napier, R.N., V.C., C.B., C.M.G. Commander-in-Chief.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KACORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

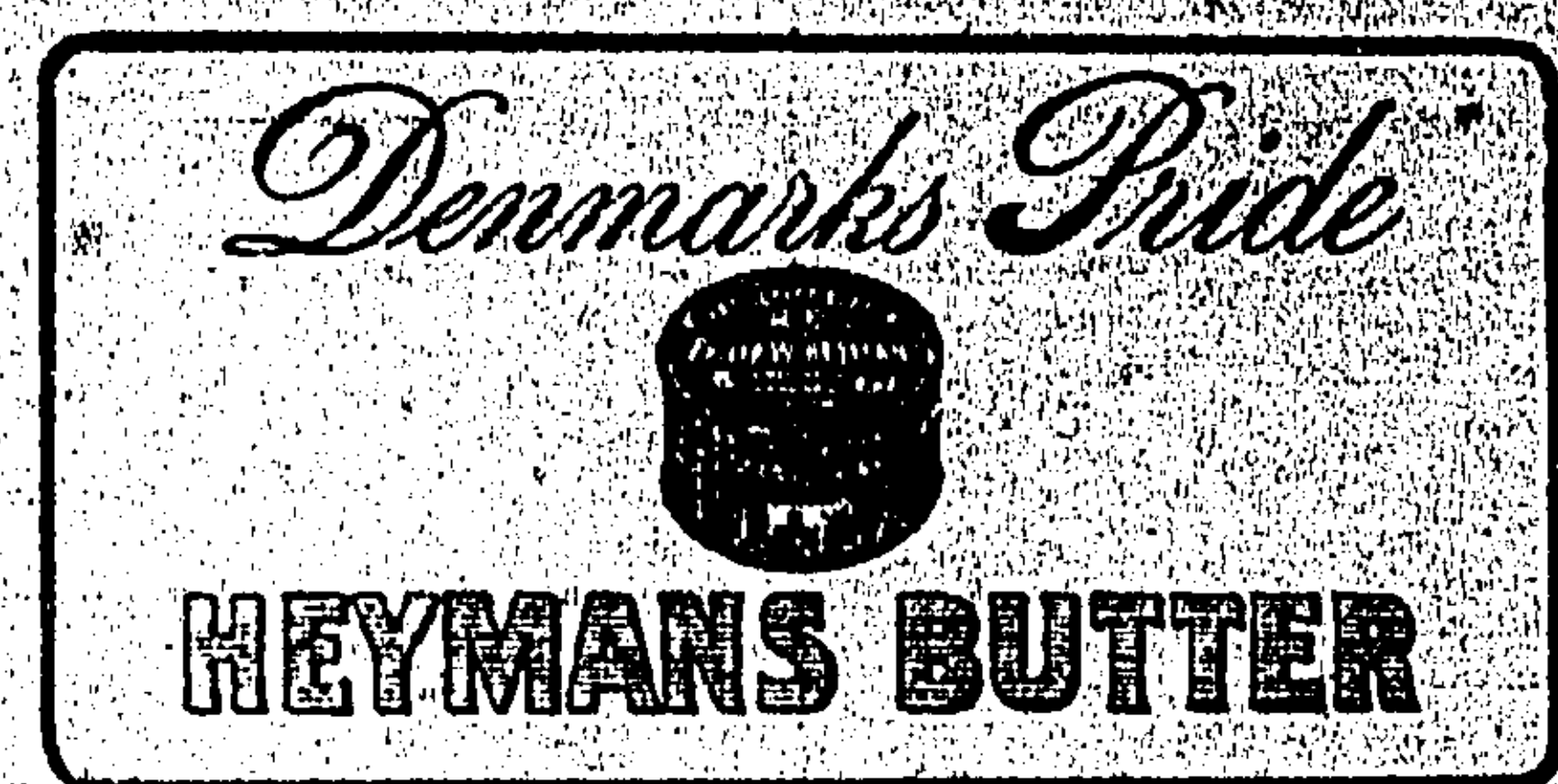
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE SETTLEMENT AT CLOSING QUOTATIONS	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,00,000	\$2,039,500	2% for first half year ending 30.6.10 @ 2% 2 1/2% = \$12.45	5 X	\$125 1/2
National Bank of China, Limited	99,995	7	6	\$1,000,000 \$10,000,000	\$9,551	2% (London 2/6) for 1909		\$78 buyers
MARINE INSURANCES.								
Qantao Insurance Office, Limited	10,000	\$350	\$30	\$1,500,000 \$15,000,000	none	5% for 1908	5 1/2 X	\$190 buyers
North China Insurance Company, Limited	10,000	15	15	Tls. 21,000,000 Tls. 21,000,000	Tls. 207,573	Final of 7/6 making 15% for 1908	5 1/2 X	Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$10,000,000	\$257,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	X	\$125 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$10,000,000	\$77,437	\$20 for year ending 31.12.08 and interim of \$3 on account of 1909	7 1/2 X	\$200
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$30	\$1,000,000 \$10,000,000	\$418,406	2% and bonus 2% for 1908	7 1/2 X	\$115 sales
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,000,000 \$10,000,000	\$418,406	2% for 1908	8 X	\$155 buyers
SHIPPING.								
China & Manila Steamship Company, Limited	10,000	\$25	\$25	\$1,500,000 \$15,000,000	\$3,777	5% for 1908		\$25 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,500,000 \$15,000,000	nil	2% for year ending 30.6.1908		\$50 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,500,000 \$15,000,000	\$10,760	Dividend of 1 1/2% for 30.6.10	8 1/2 X	\$15 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$1,500,000 \$15,000,000	\$37,823	5% for 1907 on Preference shares only @ ex 1/6 11/16 = 5.154		\$45 1/2 sellers
Do. Do. (Deferred)	60,000	45	45	\$1,500,000 \$15,000,000	\$37,823	Final div. of 2/6 per sh. (comp. 14) making in all 4/6 per sh. for 1909 & an int. div. of 1% per sh. on acc. for 1908	5 1/2 X	\$45 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	1	1	\$1,000,000 \$10,000,000	\$102,994	A dividend of 7% for year ending 30.4.1910 & bonus of 1/2%	6 1/2 X	\$102 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$10,000,000	\$1,159			\$10
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$10,000,000	\$8,090	5% for half year ending 30.6.1910	6 1/2 X	\$100 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$10,000,000	\$1,159	5% for 1897		\$100 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1/2	1/2	\$1,000,000 \$10,000,000	\$1,435	Interim of 1/6 for 1910 (coupon No. 14)	9 1/2 X	Tls. 15 sellers
Headwaters Mining Company	60,000	1/2	1/2	\$1,000,000 \$10,000,000	none	First year		Tls. 15
Raub Australian Gold Mining Company, Limited	150,000	1/2	1/2	\$1,000,000 \$10,000,000	\$1,435	5% per share 15th dividend	5 1/2 X	\$1/2 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	1/2	1/2	\$1,000,000 \$10,000,000	none	Final of Gold 30.6.1909 in all G \$1.15		\$1/2
Docks, Wharves & Godowns	500,000	1/2	1/2	\$1,000,000 \$10,000,000	none	Final of Gold 30.6.1909 in all G \$1.15		\$1/2
Fanwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$10,000,000	\$8,775	\$1.75 for year ending 31.12.08		\$25 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	50,000	\$550	\$50	\$1,000,000 \$10,000,000	\$264,847	2% for 1909	4 1/2 X	\$54 1/2 & 54 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$10,000,000	\$218,765	5% for half year ended 30.6.1909		\$50 sellers
Shanghai Dock and Engineering Co., Ltd.	Tls. 15,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 10,000,000	Tls. 6,361	Final of Tls. 1 1/2 making Tls. 6 in all for year 30.4.1909	8 1/2 X	Tls. 100
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 10,000,000	Tls. 9,212	Interim of Tls. 3 for 1910	7 1/2 X	Tls. 112
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 10,000,000	Tls. 4,314	Tls. 6 for year ending 29.2.10	5 1/2 X	Tls. 97 sales
Central Stores, Limited	50,123	\$15	\$15	\$1,000,000 \$10,000,000	\$24,041	8% for 1909	8 1/2 X	Tls. 97 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$10,000,000	\$1,435	\$3 on old shares \$1.50 on new shares for half year ending 30.6.10	5 1/2 X	\$1/2 buyers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	\$1,000,000 \$10,000,000	\$1,435	Interim of 5% for 1910	7 1/2 X	\$1/2 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$10,000,000	\$1,435	45 cents for 1909	6 1/2 X	\$100 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$10,000,000	\$1,435	2% for 1909	8 1/2 X	\$50 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 10,000,000	Tls. 6,361	Interim of Tls. 5 for 1910	6 1/2 X	Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$10,000,000	\$1,435	Interim of \$1.80 for 1910	8 1/2 X	\$50
COTTON MILLS.								
New Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 10,000,000	Tls. 10,091	Tls. 11 for year ending 31.10.09	8 1/2 X	Tls. 110 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$10,000,000	\$9,551	50 cents for year ending 31.7.08		\$5 1/2 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 1,000,000 Tls. 10,000,000	\$1,435	Tls. 7 1/2 for year ending 30.6.09	10 X	Tls. 47 1/2 buyers
Leong-nag-mow Cotton Spinning & Weaving Co., Ltd.	2,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 10,000,000	Tls. 4,314	Tls. 6 for 1909	10 X	Tls. 50
Sey Chas Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 10,000,000	Tls. 4,314	Tls. 25 for 1909	17 1/2 X	Tls. 100 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000 \$10,000,000	\$2,648	15% per share for 1909		18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$10,000,000	\$2,648	60 cents for 1909	6 1/2 X	\$12 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	\$1,000,000 \$10,000,000	\$2,648	60 cents for year ended 28.2.06	10 1/2 X	\$140 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,648	80 cents for 1909	10 1/2 X	\$8 buyers
Dairy Farm Company, Limited	40,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,648	\$1.20 for year ending 31.7.09	6 1/2 X	\$10
Green Island Cement Company, Limited	100,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,648	Interim of 15 cents per share for 1910	12 1/2 X	\$4.65 sales
H. Price & Company, Limited	120,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,648	14 per cent. viz. \$1.40 for 1909	12 1/2 X	\$12 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,648	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year ended 28.2.10	6 1/2 X	\$12
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$10,000,000	\$2,648	Interim of 3% per share for 1910	6 1/2 X	\$25
Hongkong Rive Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,648	Final of 5% making in all 5% for 1909	6 1/2 X	\$10
Maatschappij van Nijl- en Landbouw- producten in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 5,000,000 Tls. 50,000,000	Tls. 216,682	Interim dividend of Tls. 1 1/2 15th March Tls. 2 1/2 15th June & Tls. 1 1/2 15th Sept.	5 1/2 X	Tls. 2,200
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,648	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2 X	\$100 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,648	None	5 1/2 X	\$100 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,648	None	5 1/2 X	\$10 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 30	Tls. 30	Tls. 1,000,000 Tls. 10,000,000	Tls. 1,435	No dividend this year	8 1/2 X	Tls. 140 sellers
Société des Papiers et Papeteries du Tonkin	13,307 Bonds 1,800	50 Halapong B.Nominal	25	none	none	First year		\$25 sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000 \$10,000,000	\$2,648	None		\$25
Steam Laundry Company, Limited	20,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,648	10% for year ending 31st May 1910	8 1/2 X	\$10 sellers
Union Waterworks Company, Limited	10,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,648	60 cents for year ending 31.12.08	5 1/2 X	\$10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,648	15% per ordinary sh. for year ended 31.5.10	4 1/2 X	\$10 sellers
Watkins Limited	10,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,648	15 cents for 1909	5 1/2 X	\$10
Watson (A.S.) & Co., Limited	50,000	\$10	\$10	\$1,000,000 \$10,000,000	\$2,648	5% for 1909	5 1/2 X	\$10 buyers
William Powell, Limited	15,000	\$7	\$7	\$1,000,000 \$10,000,000	\$2,648	None		\$7 buyers

Hotel.

BAND I **BAND II** **BAND III**
AT THE
BELLE VIEW HOTEL,
SHAUKI WAN ROAD.
Telephone No. 957

By kind permission of the Commanding Officers, the 1st Band of 10th Mahratta Light Infantry will play on the lawn at the Hotel commencing from 5 p.m.
On SUNDAY, the 2nd October (weather permitting).
Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.
Dinner at 7.30 p.m.
Dining Rooms can be reserved by telephoning to the undersigned.
All cordially invited.
W. GALLAGHER, Manager.
Hong Kong, 30th September, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

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PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
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